

## CHAPTER 18 MAINTENANCE

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## CHAPTER 18 MAINTENANCE

### 18.1 GENERAL REQUIREMENTS

Section 116 of Title 23, United States Code (U.S.C.) states that the State Highway Department (Caltrans) is responsible for maintaining or causing to be maintained any project constructed with Federal-aid funds and all bridges carrying Federal-aid routes. Responsibility for maintaining local Federal-aid projects is passed on to the local agency as stated in the "Local Agency-State Master Agreement" (see Chapter 4, "Agreements," in this manual). The annexation, by a city, of county territory that contains all or a part of a Federal-aid project transfers the maintenance responsibility of that project to that city. This responsibility is expected to be enforced during the service life of the project.

Section 116 of Title 23 also provides that if the Federal authorities find that any completed project is not properly maintained such fact shall be called to the attention of Caltrans. If the project is under local agency jurisdiction and is not put in proper condition within 90 days after written notification by Caltrans, approval of further Federal-aid projects for the agency will be withheld until the project is put back in proper condition.

Section 823.5 of the Streets and Highways Code (S&H Code) outlines Caltrans' authority to perform the required maintenance should the agency having the responsibility fail to do so. In such case, the State Controller shall be notified of the expenditures by Caltrans on such street or highway. Then the State Controller shall deduct from the succeeding apportionments to such county or city the amount certified by the Director of Caltrans from the Highway Users Account in the Transportation Tax Fund and place such amount in the State Highway Account.

Local agency projects that are on the State Highway System that will create a maintenance responsibility must be covered in a Caltrans maintenance agreement or an amendment to an existing maintenance agreement. This policy is contained in the *Caltrans Maintenance Manual* Sections 1.16 and 1.20 and the *Project Development Procedures Manual* Section 1-20.50. These agreements are to be executed preferably during the project development process and no later than the start of construction.

Maintenance includes not only the preservation of the general physical features of the roadway, roadside, and surfacing, but also the preservation of all safety and regulatory features, devices and appurtenances built into the project. No safety features, devices and appurtenances paid for with Federal funds shall be removed, eliminated or decreased in effectiveness without the prior approval of the governing entity of the jurisdiction in which the project is located (see Section 11.4, "Design Exceptions," of this manual).

Safety features maintained include a roadside clear of utilities and other obstructions or features that may be a hazard to a motorist who inadvertently leaves the traveled way. No utility pole, tower, or other obstruction shall be placed within the right of way without the prior approval of the governing entity of the jurisdiction in which the project is located.

## 18.2 BRIDGE INSPECTION

Bridges located on public roads, under the jurisdiction of a local agency, whether or not they were constructed with Federal funds are inspected by the State at approximately two-year intervals. The inspection is conducted in accordance with the *National Bridge Inspection Standards* and *Caltrans Maintenance Manual*. A local agency may conduct their own inspection in accordance with the above standards, using their own forces or consultants.

During the initial investigation and report writing stage, bridges are analyzed to determine their load carrying capacity. If necessary, posting recommendations are made at that time. If subsequent investigations indicate that posting may be required or revised because of deterioration, neglect or other causes, additional analyses are made. Additional studies and analyses may be made at any time by the State, at the local agency's written request. The local agency will receive two copies of the written Bridge Report.

## 18.3 MAINTENANCE MONITORING

Caltrans is responsible for the administration of the Local Assistance Program and shall review the condition of local Federal-aid roads for general compliance with the provisions of this section. The primary concern of the maintenance review is whether or not Federal-aid highway projects are maintained at an acceptable level of physical integrity and operation. Should an unsatisfactory condition be observed which threatens the integrity of the project that was constructed with Federal funds, it should be brought to the attention of the appropriate local officials so that corrective measures may be taken in time to avoid an official action from the Federal authorities.

Either throughout the year or during the month of October, the District Local Assistance Engineer (DLAE) or his designated representative(s) shall review a sample of completed local agency Federal-aid projects to determine a local agency's maintenance effort. A "Maintenance Review Checklist" (Exhibit 18-A) is used for the maintenance review.

Upon completion of the maintenance review, the DLAE shall forward a consolidated report of their findings to Office of Local Programs (OLP) by December 1.

All deficiencies shall be discussed with the local agency and adequate time allotted to correct the condition. Major deficiencies left uncorrected should be discussed with OLP to determine what further action should be taken. The district should try to review each local agency at least once in a four year period. More frequent reviews should be made if discovered deficiencies warrant.

Comments and follow up actions should be included on the form where appropriate.

## 18.4 COUNTY ROAD SYSTEM

The S&H Code confers upon the Board of Supervisors of the various counties the authority, duties, and limitations attendant upon establishment and maintenance of the county road system. The S&H Code also places certain duties upon Caltrans with respect to the county roads, requiring cooperation between the counties and Caltrans

in some areas and allowing it in others. This cooperative effort and contact is carried on between the County Road Commissioners and the District Directors, each acting through authorized assistants; all subject to administrative review and correlation of effort by the Office of Local Programs (OLP).

## **CERTIFICATION OF MAINTAINED MILEAGE**

One of the duties of Caltrans is to certify to the State Controller, as required by him, the maintained mileage of county roads in each County. The Controller currently requires certification each month (see Section 2121 of the S&H Code). Collection of data for and implementation of this duty, including the certification to the State Controller, has been delegated to Caltrans. The principal object of this activity is to supply the information necessary for distribution of Highway User's Tax Funds in accordance with Section 2104 of the S&H Code.

Procedures for accurately reporting and certifying the county road mileage figures have evolved and certain rules have been adopted. These steps involve the necessity for official action by counties and documentation thereof. Caltrans, incident to preparing the monthly certificate, is constantly engaged in the collection and tabulation of road information and in maintaining the records and maps necessary for this purpose and for other activities.

## **MILEAGE ELIGIBLE FOR CERTIFICATION**

It is important that the maintenance status of county roads be determined under uniform rules because the miles maintained is an important factor in apportioning Highway User's Tax monies. In approximately half of the smaller counties, each mile added to a county's road system increases its annual apportionment above that which it would otherwise receive. Each such increase decreases the amount available for apportionment to all counties on the basis of vehicular registration.

For the purpose of certification to the State Controller, it has been established that a maintained county road must meet all of the following criterion:

1. An existing road actually maintained by the county or its agent (Paper roads are not considered eligible)
2. Actually traversable by ordinary automobile except for seasonal closure by snow or occasional closure to accommodate repair or reconstruction (Otherwise nontransversable roads are not considered to be maintained)
3. Have become county roads through due legal processes (They cannot become county roads through mere public use or because of arbitrary opinion)
4. Open to the general public (Roads from which the public is barred do not qualify)
5. Be more than mere alleys (Caltrans Legal Service Center and the County Supervisors Association are in agreement that the Legislature did not intend for alleys to be included in the certified maintained mileage)

6. Be located outside of incorporated cities. The Collier Burns Act which originated the mileage certification requirement contained in Section II the following:

“...the Department of Public Works shall certify...the total maintained mileage of County roads in unincorporated territory...”

The S&H Code has since provided two exceptions to criteria No. 6: (1) in any City that has not held an election of municipal officers in 10 years (Section 2004.5), and (2) in any County which has since January 1, 1961, adopted a County highway bond issue (Section 1732). The first exception applies only to Hornitos, Mariposa County; Markleeville, Alpine County; Meadowlake, Nevada County; and the second to Santa Clara County.

A road which is on a county line or which crosses a county line may be maintained by one of the counties and be eligible for inclusion in that county's maintained system even though it be in the other county provided there is an agreement certified to by resolutions of the Boards of Supervisors of both counties. Copies of these resolutions should be forwarded to OLP.

Boundary line road mileage may be divided among the agencies involved in any manner agreeable to the agencies, but the sum of the various lengths should equal the total length of the road.

Each agency's tabulation will indicate the mileage claimed by the different agencies within the termini shown with an asterisk indicating as “non-add” the mileage not claimed by the reporting agency.

To ensure consistency among all the agencies, roads will be measured through intersections regardless of the overlapping of mileage thus caused. Roads terminating at an intersection with another road will be measured from the intersection of centerlines except where roads terminate at a State freeway. In the latter case the mileage will be to the end of county maintenance.

## CERTIFICATION PROCEDURES

Section 2121 of S&H Code reads as follows:

“In May of each year each county shall submit to the Department any additions or exclusions from its mileage of maintained county highways, specifying the termini and mileage of each route added or excluded from its county maintained roads. The Department shall either approve or disapprove each such inclusion or exclusion and in the event of a disapproval, the county shall have the right to appeal as provided in Section 74. The Department shall, as required by the Controller certify to him County mileage figures. No appeal shall affect any apportionment made by the Controller pending the determination of the appeal. If, on such appeal, additional mileage is allowed the county, the department shall immediately certify the corrected figure to the Controller, and the same shall be used for subsequent apportionments.

On relinquishing any state highway or portion thereof to a county, the department shall immediately certify to the Controller the mileage so relinquished and the same shall be immediately be added to the county's maintained mileage of county roads for purposes of subsequent apportionments.”

## ACTION REQUIRED OF THE COUNTIES

While the law permits the counties to propose their annual mileage revisions at any time during May, such action should be taken very early in the month to give Caltrans adequate time to complete orderly and accurate June 30th certifications for the beginning of the new fiscal year.

The counties should alertly claim at the time of their May submittals, all mileage properly claimable, because there is no provision in the law for adding maintained mileage during other months, except for State Highway relinquishments. New frontage roads and others of a similar nature which are accepted from the State for maintenance by the county under an agreement are not "relinquishments" and must await the following May before being added to the county's certified mileage.

The county should claim in May, any additions that will become effective on the following 1st of July because of any provision of law or by reason of agreement previously entered into.

### EXAMPLE

**County A and County B have previously agreed, through due process, that a certain boundary road now maintained and claimed by County B shall, after the 30th of June be maintained by County A. County A should pick up this mileage on its May submittal. Thus County B must drop the above mentioned boundary road when County A takes over. One exception to this rule is a county road to be taken, for maintenance, by Caltrans as a State highway effective the 1st of July. Caltrans' attorneys have given an opinion that such roads be kept on a county's list of maintained roads for gas purposes until the following 30th of June.**

Another deletion that should be shown on the May changes is the mileage that will be lost to cities because of annexations during the period since last 30th of June. Section 34333 of the Government Code is worded in such a manner as to cause the counties to continue maintenance of roads in newly incorporated territory through the 30th of June following the incorporation. It will be expected that the counties will, in each May, delete all maintained mileage in areas incorporated since the previous 30th of June.

Each County Road Commissioner will present to the district, corrected mileage figures for his/her county; the submittal is to be in the form of a resolution by the Board of Supervisors, supported by corrected maps and tabulations. The resolution should be in the general form shown as Exhibit 18-B and should contain all the recitals indicated therein. The resolution shall be supported by the following documents:

1. EXHIBIT A - includes one print of each revised sheet of the official Road System map series.
2. EXHIBIT B - consisting of one complete set of the previous years' EDP tabulation of Maintained County Roads with all changes marked in color. Any color contrasting sharply with the printing may be used except orange, which is reserved for any corrections found necessary by the district. All changes will be so noted. An example of some changes are extended roads, deleted roads or deleted portions of roads, and changed descriptions, names or numbers. New roads will be listed only on Form HCC 342 (Exhibit 18-C).

EXHIBIT B shall also include a summary of mileage changes with a total of the additions and a total of the deletions and their net differences.

Counties desiring not to use Caltrans' EDP tabulations may use their own provided a complete list of the changes and a complete tabulation showing the revised system are submitted.

EXHIBIT A shall be in agreement with EXHIBIT B and both shall be accurately correlated to the mileage proposed in the resolution.

## **ACTION REQUIRED OF THE DISTRICT**

The resolutions, maps and tabulations received from the counties in May are to be checked by the district against each other and against the record of the month to month changes (corrections or relinquishments) made since the previous 30th of June by the OLP. Any corrections of the county's final submittal found necessary by the district will be marked in **orange** only. Particular care should be taken to ensure that the mileage tabulation agrees with the mileage submitted by the county or to obtain agreement upon a new figure when discrepancies are found. Cooperative staff work prior to actual submission of county's data to the district should minimize the need for checking and alterations.

Necessary changes in the county's EDP tabulations should be corrected in orange to show the correct mileage following agreement upon any necessary changes. Some counties prefer, in lieu of furnishing the revised EDP list for EXHIBIT B, to furnish a separate list of additions and deletions of mileage. Such separate lists, providing that they contain all required descriptive data, are acceptable. In such cases the county will furnish a complete updated copy of its tabulation.

After all resolutions, maps, and tabulations have been checked, each district will submit a mileage certification to OLP not later than the 20th of June, but preferably earlier. This certification will list the correct total mileage of maintained county roads in each County in the district. It is not necessary that the maps and tabulations be forwarded with the district's certification. They may be held pending completion of necessary changes.

The districts' certification will be used as the basis of Caltrans' certification to the State Controller for his use in calculating the Section 2103 of S&H Code monthly apportionment to the counties from the Highway User's Tax Fund over the ensuing fiscal year. Since, in many counties, each mile of increase means more income, the need for accuracy is apparent, as well as the necessity for promptness of the submittal. Even though a county does not receive funds on a mileage basis, the prompt submittal of its maintained mileage changes is essential to maintain accurate mileage figures for other purposes.

## **ACTION REQUIRED OF HEADQUARTERS**

The mileage reported annually by the districts, adjusted for known changes occurring during the period of their preparation or for obvious errors and oversights, will be combined in Caltrans' July 1st certification to the State Controller.

As an illustration of the mileage tabulation for the certification to the State Controller, see Exhibit 18-D. The tabulation includes the net changes from the previous month's mileage. In order that the districts and counties may maintain



accurate records, a copy of the combined mileage certification is sent to each district accompanied by an explanation of each change that was found necessary by OLP.

## **MONTH TO MONTH MILEAGE CHANGES**

On the first working day of each month, OLP compiles a new tabulation of mileage for each county as of the last working day of the preceding month. The new tabulation is transmitted to the State Controller with a certificate similar to the July 1st certification. This tabulation is similar to the June 30th tabulation except that the plus and minus mileage figures are generally minor in nature, being limited as noted and discussed hereafter.

## **ERRORS IN PREVIOUS CERTIFICATIONS**

To correct errors in previous certifications, the maintained mileage of any county may be changed in any monthly certification to the Controller. These changes may be initiated by the county, by the district, or by OLP at the time the error is discovered. Errors discovered by the county or the district should be mutually verified and agreed upon before being submitted to OLP for review and appropriate action. Many such changes originate in OLP and are found during the course of routine review of records and updating of the Road System maps. Situations not susceptible to thorough and complete analysis in OLP are referred back for district and county investigation.

## **RELINQUISHED STATE HIGHWAYS**

Mileage relinquished from the State highway system by the California Transportation Commission is added by OLP to the maintained mileage of the counties concerned. Upon receipt of assurance from headquarters, the Right of Way Program, the relinquishments become effective. Addition of relinquished mileage is one possible source of error in mileage certification.

In some cases, not all the mileage relinquished by the State can be properly added to the county maintained mileage. An example would be in the case where a new State highway is constructed along or closely parallel to an existing county road and the latter is replaced by a frontage road which is later relinquished to the county. The county's maintained mileage would continue to reflect the mileage of the old county road until the May changes following the construction period, and therefore the subsequently relinquished mileage would not result in a like increase in maintained mileage. Conceivably, a new reduction in maintained county mileage could result, should the new frontage road be shorter than the old county road obliterated by the State highway.

The mileage added to any county's maintained mileage at the time of a State highway relinquishment shall be the computed net mileage accruing to the county after deducting the mileage of the county road being obliterated by the State highway construction that occasions the relinquishment. However, no deduction will be made on any interim monthly certification of a county's mileage because of a computed net reduction in situations such as noted in the last sentence of the preceding paragraph. Reductions in a county's maintained mileage, except for correction of discovered errors, can be made only through the annual May changes.

## **MILEAGE INVOLVED IN UNDERCROSSING AND OVERCROSSING OF STATE HIGHWAYS**

Another complication in mileage sometimes occurs where county roads carry across State freeways via a separation structure. County roads carried across the freeways via separations, within the State's right of way, are not relinquished to local jurisdiction, yet they are included as a county responsibility in maintenance agreements and are eligible for inclusion in the county's maintained mileage. The relocation of a county road at its crossing of a freeway may result in either a decrease or an increase in the length of the county road. Such changes will not be made until the May following completion of the State highway construction project.

## **ROAD SYSTEM MAPS**

The official maps for use in connection with county road matters are the Road System maps. These maps will be used to show all system changes, as location maps for programming cooperative projects on the county road system, and for other submittals that require maps to clarify their purpose. Complete atlases of these maps are maintained by the FHWA and by OLP. Districts maintain district-wide atlases and the counties are supplied with such maps as they require. Should situations arise where additional detail requires submittal of a supplemental map, the supplemental map shall be submitted in addition to the official map and not in lieu thereof.

The maps are prepared on sheets 36 inches square at a normal scale of one inch to the mile. Enlargements to show detail of congested areas and special situations are also prepared on sheets 36 inches square. In addition, reduced copies (18 inches square) of the normal scale sheets are used in assembling atlases for those who need them.

### **MAP REVISIONS**

Revision of the Road System maps to keep pace with growth and development is a continual process carried on by the headquarters Transportation System Information Program using information from various sources, but principally that furnished by the counties and districts in connection with the May changes.

### **ACTION REQUIRED OF THE COUNTIES - MAPS**

The EXHIBIT A maps, submitted to the districts by the counties with their May changes, shall consist of the appropriate 36-inch by 36-inch sheets of the road system maps. The map sheets shall be reproductions of the latest approved revision of the series. Counties not equipped to print or duplicate these maps may obtain reproductions from the district office. The maps shall be revised to show all changes in the county road system accumulated since the previous submittal together with changes in other data related to highway transportation.

Note: The reduced scale series of the Road System maps preferably should not be used for reporting May changes.

New county roads added to the maintained mileage will be drawn on the maps in proper position and to accurate scale where possible. For those newly congested areas, such as unincorporated subdivisions, not susceptible to direct plotting on the official maps, the county may furnish separate maps drawn accurately to scale. Generally, the official subdivision map will suffice.

All changes affecting road mileage and road status will be indicated on the maps in color so they may be easily identified. Changes should include but not be limited to: changes in length of alignment of a road, abandoned roads; changes in State highways; changes in Federal-aid designations; changes in railroads, airports, important waterways such as the California Aqueduct; city limit changes or any other feature found on the maps. When a county road is abandoned, a note should be added to the map to indicate whether the road is to be deleted from the map or is maintained by another agency.

Some counties make such changes on transparencies and forward prints with attention directed to the map changes by bracketing or circling them with a color and adding appropriate notes. Any method of indicating map changes may be adopted for general use.

Attention is directed to the provisions of Section 908 of the S&H Code, which pertains to records of the names, numbers, and descriptions of county roads. Section 971 of the S&H Code provides the official procedure for naming county roads by the Board of Supervisors.

#### **ACTION REQUIRED OF THE DISTRICTS - MAPS**

The district will review and check all EXHIBIT A maps against the counties' tabulations of mileage changes and other available records and implement any changes found necessary in the interest of accuracy and completeness. It may be desirable to arrange for performance of some of the necessary cartography by the district. In reviewing the operation procedures in various districts and various counties, different ground rules have been observed, most of which are producing satisfactory results. Regardless of the division of effort agreed upon, the district will submit map changes including county roads, State highways, and city limits in contrasting colors on the 36-inch by 36-inch prints of the Road System maps. The revised data shall be accurately drawn in such a manner that they can be traced directly on the film masters in headquarters.

In those cases where new congested areas cannot be properly delineated to the scale employed on the existing map sheets, separate sketches will be accepted in OLP provided they are neatly and accurately drawn to suitable scale.

The revised prints will be forwarded to OLP when completed, together with corrected mileage tabulations and such explanation or resume as is appropriate.

#### **ACTION REQUIRED OF HEADQUARTERS - MAPS**

In headquarters, the map changes received from the districts are transferred directly to the full scale master tracings, combined with data received from other sources. Transparencies are then printed and forwarded to the district for use by the county and the district in accordance with their needs.

Half scale reproducibles for the 18-inch by 18-inch atlases are prepared for all revised maps. The Office of the Office Engineer will maintain custody and will furnish prints to appropriate units at headquarters and other governmental agencies that need them. Mylar film reproducibles of the changed half scale atlas sheets are furnished only on request. Corrected maintained mileage tabulations will be returned to the district with the new Road System map reproducibles.

The cost of the reduced scale films will be charged to OLP. Charges for the reduced scale Mylar films and the full scale Diazo transparencies furnished the districts will also be charged to OLP.

The Office of the Office Engineer will make county mosaics of the reduced scale maps as required. A Mylar film of this map will be furnished each district involved.

Orders from the counties for prints of these maps should be filled by the districts whenever possible.

**MAINTENANCE REVIEW CHECKLIST**

District: \_\_\_\_\_ Local Agency \_\_\_\_\_

Location: \_\_\_\_\_

Item	*I	M	N/A	General Observation
1. Pavement				
2. Shoulders				
3. Markings				
4. Signs				
5. Guard Rails				
6. Drainage				
7. Litter Removal				
8. Vegetation Control				
9. Signals & Lights				
10. Snow & Ice				
11. Structures				

\*I - Improvement needed to meet acceptable levels

M - Meets acceptable levels

N/A - Not applicable

Note: The maintenance review is not meant to be a detailed review of a roadway system, but rather is a brief review to observe the overall status of maintenance of projects constructed with Federal-aid funds. The reviews will not be performed beyond the service life of the Federal-aid project.

COMMENTS AND FOLLOW UP:

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Reviewer: \_\_\_\_\_ Date: \_\_\_\_\_

**Maintenance Review Checklist - continued**

**1. Pavement**

Typical items to be considered in pavement maintenance include cracking, raveling, corrugations, potholes, and bridge approach settlement.

**2. Shoulders**

Surfaced shoulders should be included in the discussion on pavement. Drop off at the edge of pavement should be noted as it is a safety concern.

Unsurfaced shoulders should be relatively free of ruts and properly sloped to ensure adequate drainage.

**3. Markings**

Traffic striping and pavement markings should be uniform in design, position, and application, and shall conform with the standards in the *State Traffic Manual*.

**4. Signs**

Signs should be in a state of good repair and should be readily visible to the public for which they are intended.

**5. Guard Rails**

Guard rails should be maintained approximately true to line, grade, and functional height. Damaged rails should be repaired or replaced to current standard.

**6. Drainage**

Culverts, ditches, and gutters should be kept open and in a state of good repair.

**7. Litter Removal**

Accumulated litter should be removed from the roadbed before it becomes a safety or health hazard.

**8. Vegetation Control**

Safety, aesthetics, and compatibility with adjacent land use are the prime considerations in proper vegetation control.

**9. Signals & Lights**

Damaged or malfunctioning traffic signals should be promptly repaired or temporary corrections made until permanent repairs can be made.

Luminaries and fixtures for illuminated signs not essential for traffic safety should be routinely scheduled for repair or replacement.

**Maintenance Review Checklist - continued****10. Snow & Ice**

Snow removal and ice control should be consistent with the need to keep the road open for the traveling public and to continue essential services.

**11. Structures**

Although bridges are given a more thorough inspection at approximately two-year intervals, the following items should be checked for routine maintenance:

- Damaged approach guard rail and bridge rail
- Settlement of approach fills
- Condition of deck (see #1. Pavement)
- Damaged slope paving or rock slope protection
- Plugged deck drains and overside drains
- Scour around piers and abutments
- Debris plugging channels

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BOARD OF SUPERVISORS, COUNTY OF \_\_\_\_\_  
STATE OF CALIFORNIA  
(Date)A RESOLUTION REVISING THE COUNTY  
MAINTAINED ROAD MILEAGE

RESOLUTION NO. \_\_\_\_\_

WHEREAS, Section 2121 of the Streets and Highways Code provides that in May of each year, each County shall submit to the Department of Transportation any additions to or exclusions from its mileage of maintained County roads, specifying the termini and mileage of each route added to or excluded; and

WHEREAS, the Department of Transportation certified to the State Controller in the year \_\_\_\_\_ that the total mileage of maintained County roads was \_\_\_\_\_ miles; and

NOW THEREFORE IT BE RESOLVED that the total mileage of maintained County roads be \_\_\_\_\_ miles, as indicated in color on the maps marked Exhibit "A" in the year \_\_\_\_\_, and in accordance with the additions, exclusions or corrections to the tabulation marked Exhibit "B" in the year \_\_\_\_\_. Both exhibits are hereby made, by reference thereto, a part of this Resolution.

BE IT FURTHER RESOLVED AND ORDERED that duplicate copies of the hereinabove said Exhibits "A" and "B" shall be filed in the office of the Director of Public Works of the County of \_\_\_\_\_.

The foregoing Resolution was duly passed and adopted this \_\_\_\_\_ day of \_\_\_\_\_, in the year \_\_\_\_\_.

AYES:

NOES:

ABSENT:

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SC#		
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128	129	130

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February 1, 1998

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RE = Relocated and/or Reconstructed roads  
OR = Other roads - connections, cul-de-sacs  
MC = Mileage correction

<b>Department of Transportation Mileage of Maintained County Roads Certified to State Controller September 30, 1997</b>					
COUNTY	NET CHANGE DURING MONTH	TOTAL	COUNTY	NET CHANGE DURING MONTH	TOTAL
Alameda		475.49	Placer		1021.13
Alpine		133.49	Plumas		571.12
Amador		408.07	Riverside		2583.50
Butte		1358.62	Sacramento		2530.84
Calaveras		690.94	San Benito		365.90
Colusa		728.56	San Bernardino		2857.29
Contra Costa		741.03	San Diego		1876.49
Del Norte		300.90	San Francisco		850.90
El Dorado		1042.00	San Joaquin		1678.55
Fresno		3622.90	San Luis Obispo		1260.02
Glenn		850.96	San Mateo		318.51
Humboldt		1208.85	Santa Barbara		902.90
Imperial		2560.61	Santa Clara		706.59
Inyo		1130.16	Santa Cruz		606.85
Kern		3266.01	Shasta	2.45	1192.28
Kings		961.07	Sierra		390.10
Lake		614.73	Siskiyou		1367.86
Lassen		905.14	Solano		600.62
Los Angeles		3104.76	Sonoma		1402.12
Madera		1548.75	Stanislaus		1548.62
Marin		419.97	Sutter		858.70
Mariposa		559.34	Tehama		1092.68
Mendocino		1017.89	Trinity		703.72
Merced		1734.91	Tulare		3081.05
Modoc		989.31	Tuolumne		603.99
Mono		680.57	Ventura		545.28
Monterey		1260.00	Yolo		802.73
Napa		449.89	Yuba		589.69
Nevada		571.07			
Orange		435.06	Grand Total	2.45	66867.28